

COMMENDS CODE IN NEW ENGLAND

Washington Motorist Enthusiastic Over Massachusetts Regulations.

SPEED DETERMINED BY COMMON SENSE

System Produces Better Results Than Uniform Rate in Vogue Here, Says H. C. Hunter.

H. C. Hunter, a member of the board of governors of the Automobile Club of Washington, and who is an enthusiastic motorist, has just completed a 700-mile trip through the Middle and New England States in his Franklin runabout.

"We spent about ten days on the road," said Mr. Hunter, "our longest run being 163 miles, while our shortest was forty-eight. We weren't out for a record run on any day, but made those places which afforded the best accommodations for spending the night. On the whole trip, we did not have a single mishap, our machine and tires standing the strain in good shape.

"I was much impressed with the motoring code in Massachusetts," continued Mr. Hunter. "The laws are strict, and are rigidly enforced, with regard to drivers and motorists keeping to the extreme right. The roads in Massachusetts are perfect, being kept in the finest condition. They are all oiled, and kept oiled, and for miles and miles they are cut through shade trees, which make motoring in that State one of the greatest pleasures.

Good Fellowship Prevails.

"There seems to exist there the best of good-fellowship between motorists and drivers of horses, which seems to extend even to the horses. They exhibit no fight when automobiles approach. One thing I noticed in connection with the enforcement of the laws in this State is that the motorists and drivers of horses are treated alike. There is no discrimination against the autoist that is so noticeable in many other places.

"It is my opinion that the present state of high efficiency in Massachusetts is due to the presence of the automobile, and other States might well look to Massachusetts in patterning their laws governing traffic, as the Bay State seems years ahead of other States in traffic regulation.

"In Connecticut they seem to have solved the problem of horse and horseless traffic, as the laws are just and strictly observed. There is no speed limit in this State, except that a reasonable limit must not be exceeded. In most places twenty-five miles is looked upon as being a reasonable speed. The vehicles keep to the extreme right, leaving a place in the center of the road for those who want to speed their machines.

Must Carry Two Lamps.

"I was impressed with the fact that all vehicles in the two States mentioned are obliged to carry tail and front lamps, the rear light showing red. This gives the motorist a chance to see any vehicle which may be in front or behind him, and is an innovation that has proven very successful.

"Through the southern part of New York to Delaware Water Gap, there is a fine pike in course of construction. The authorities have put up metal signs with raised letters, asking the drivers of vehicles to be careful and not make ruts in the roads, and the drivers seem to take heed of the request, for in my journey on this pike I did not discover a single rut.

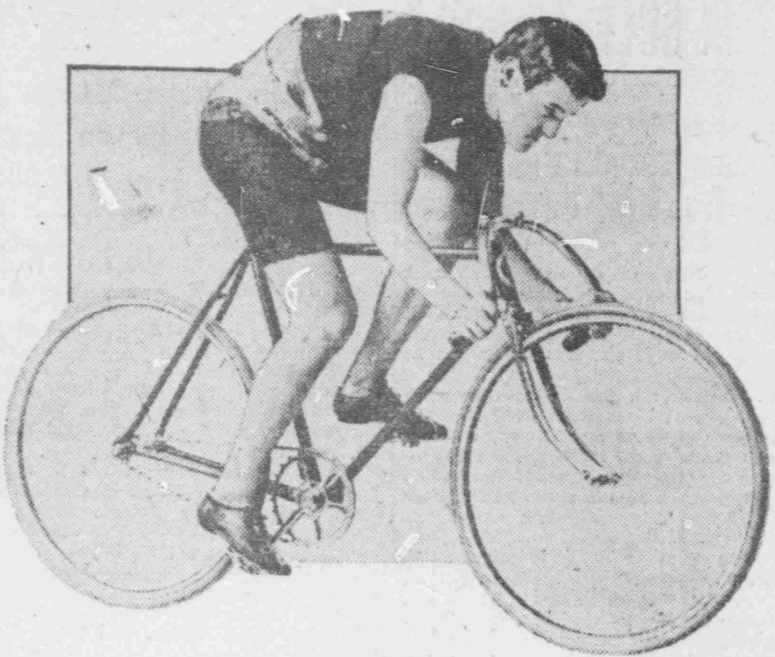
"From the Gap to Philadelphia the roads are abominable until Philadelphia is approached, but from Philadelphia to New York there is a State road that is fairly good. In making the run from New York to Gettysburg I should not advise any motorist to make the detour suggested at Abbotford, in the Road Book, for I took the suggestion, and I cannot conceive of a road being more miserable. It was one of the poorest stretches we encountered in our run.

Scores Road Making.

"In south central Pennsylvania and Maryland the authorities do not seem to have arrived at a successful epoch in roadmaking. The material used is of the best, but the roads are made badly, and 'thank-you marns' are much in evidence, making motoring unpleasant. I venture to say that if these roads were turned up and worked over again the cost of doing so would be saved in the cost of maintenance inside of ten years.

"In our longest run, from Frederick to Washington, the roads were the worst, but we reached home, as I said

WORLD'S FLEETEST CYCLIST



FRANK KRAMER, Champion Bike Rider of the World, Who Has Just Returned From Abroad, and Who Captured the Prieill Handicap Recently at the Newark Velodrome.

before, without a single mishap, not having had even a puncture. "I think the law requiring lights on all vehicles after dark is one of the best laws that has been enacted, and if the lawmakers of the several States would get together and see that this is enacted it will be one of the greatest helps to traffic that has come to pass for a long time."

Mr. Hunter's itinerary follows: To Magnolia, Mass., via Frederick, Gettysburg, Philadelphia, Delaware Water Gap, Newburg, Poughkeepsie, Lakeville, Norfolk, Hartford, Springfield, Worcester, and Boston.

COMING OF FALL BRINGS ACTIVITY.

(Continued from Fourth Page.)

Although many of the professionals and nearly all of the amateurs are new to the old followers of the game, there still remains in active competition a number of the former whose names were known all over the country in the heyday of cycling, such as Nat Butler, Frank L. Kramer, Willie Fenn, Floyd Krebs, and others, together with a dozen or more European riders, representing France, Germany, Denmark, and Italy. Bicycle road racing has also come in for its share of popularity.

Oiled Roads Spoil Tires.

The effort to find some substance that will prevent the dust nuisance, has brought out a number of protests, particularly from bicycle riders in New England cities, where considerable experimenting has been done with oil sprinkled on the highways. Bicyclists having occasion to use their wheels a great deal on oiled streets find that their tires are soon rendered useless. The reason why the oil has not yet brought out as many protests from automobile owners, is explained, is because the automobiles cover a great deal more territory, and the majority of highways have not as yet been given the new treatment.

Collins' Great Race.

By winning the twenty-five-mile motor-paced championship at the Newark Velodrome, Elmer Collins has further strengthened his place as a top-notch rider, and will be matched with National Champion Hugh McLean, in a special series of paced races for this season's championship. His defeat of Moran and Bedell, followed a few days later by beating McLean and Butler, was regarded in some quarters largely as a matter of luck falling Collins' way. But the decisive defeat of Root and Moran a few evenings afterward leaves no doubt in the minds of any students of form, that Collins is a remarkable rider. Root was beaten by nearly half a lap. Moran, as the result of a spill, wound up a mile and four laps behind the winner. Collins' time was 39:43.45.

Rode in From Misty Past.

Broadway was amazed a few days ago by the sight of an old man, with a flowing white beard, gravely navigating that crowded thoroughfare on an old-fashioned high wheel, of the vintage of two decades ago.

The rider piloted his bicycle skillfully among the press of trucks and automobiles, and sat on his high perch as unconcerned as if he were not the cynosure of all eyes. Not once did he threaten to take a header over the handlebars, and small wheels behind kept singularly free of the car slot and other traps. As the stranger rider was clad in a white linen duster and a tall white hat, some of the spectators were in-

clined to believe that they beheld a veritable specter—the ghost of some old-time rider who was taking a little constitutional and forgot to throw a screen of invisibility about himself. However, he disappeared, bound south from Herald Square, and that's about all anyone seems to know about him.

Swift and Cheap Motorcycles.

"The motor-cycle is coming to be recognized by rural mail carriers as a useful and speedy means of transportation," says the Columbia City (Ind.) Post. "One carrier out of Wabash covered his route in two and a half hours. The distance was twenty-six miles, and the number of boxes 124. In Warsaw there are four carriers who usually get back to town in two and a half hours. This is not only an advantage to the carriers, but to their patrons also, for the mail is just as anxious to get his mail early in the day as the resident of the city. A motor-cycle can be purchased for less money than a good horse, and can be used practically the year around."

THE FRIVOLOUS YOUTH.

"Hades is still paved with good intentions," said the man with the Prince Albert coat, and he shook his head warningly at the frivolous youth. "Thank you for the interesting news note," said the youth. "And perhaps you can also tell us if they are progressive enough down there to oil their roads with crude petroleum?"—Exchange.

SOUNDS WARNING AGAINST SPEED

Association Urges Motorists Against Reckless Driving.

The American Automobile Association has sent a hurried notice to its 23,000 members, scattered throughout the United States, to the effect that very drastic anti-automobile legislation is going to be enacted in several of the Eastern States, particularly Connecticut and New York, if reckless speeding is not stopped.

Secretary G. K. Dustin, of the Automobile Club of Hartford, Conn., says the Connecticut automobile law, which is regarded as one of the model motor vehicle laws of the country, is liable to be repealed, and substituted for a very unwelcome law against automobilists unless the association can bring about a hurried reform among the speed maniacs.

The association has always stood out against speeding, and the attitude of President William H. Hotchkiss and Charles Thaddeus Terry, chairman of the legislative board, has been made public on many occasions during the past year. Mr. Terry and F. H. Elliott, secretary of the association, on Wednesday last attended a hearing before the supervisors of Nassau county, Long Island, who have announced in very plain language that they are determined to send speeders to jail unless the association and the clubs affiliated with it throughout the country, can bring about a reform by moral suasion. The Long Island Automobile Club was represented at this meeting by F. G. Webb, chairman of the club's committee on public safety; W. P. Richardson, Lewis T. Weiss, Russell A. Field, and C. C. Cluff. The Vanderbilt Cup Commission was represented by Jefferson DeMont Thompson, chairman, and A. R. Partridge, a member of the commission.

All the representatives of automobile bodies present at the hearing were thoroughly in accord with the Nassau county supervisors, who reflect in a large measure the attitude of highway authorities throughout the States.

NOT WHAT THEY SEEM.

Prof. and Mrs. Hadley were on a train bound for New York, where Yale's president was to speak before a national convention. He made use of the hour and twenty minutes he spent in the train by rehearsing his speech in a low voice, using his hands to emphasize certain passages.

A kindly matron who was sitting directly behind Mr. and Mrs. Hadley, and who had been watching and listening leaned forward, and, tapping Mrs. Hadley on the shoulder, said feelingly, "You have my sincere sympathy, my poor woman; I have one just like him at home."—Success Magazine.

Leading Events of Epoch Making Meet for American Motorists

Lowell Auto Club sets new precedent by obtaining sanction of both American Automobile Association and of the Automobile Club of America for 200-mile road race.

Board of Park Commissioners of Philadelphia grant use of Fairmount Park for first 200-mile road race ever held in heart of a great city.

Schuster and Miller, drivers of New York to Paris racer, were given royal welcome on landing at New York, and later received by President Roosevelt at Oyster Bay.

The contest committee of the A. C. A. scored a strong point in its fight with the A. A. A. when the club announced that its sanctions will be required for all auto events.

AUTO CLUB SEEKS TO WIDEN SCOPE

Serves Notice That Its Sanction Is Required for All Racing Events.

The announcement of the Automobile Club of America to the effect that they would bar all future international contests from all cars, drivers, owners, or officials participating in any event not sanctioned by the A. C. A., came as a surprise to motorists. The consensus of opinion regarding the A. C. A. and A. A. A. disagreement has been that before the time came to run the Vanderbilt Cup race both clubs would have arranged an amicable settlement.

As a further shock came the report that work upon the Mota car which was in course of construction for the Vanderbilt race had been stopped and that the entry of a Chalmers-Detroit had been withdrawn.

Contest Committee.

The action of the club regarding unsanctioned races was decided upon last night at a meeting of the contest committee, at which the following were present: Robert Lee Morrell, Henry Saunders, H. C. Pierson, Henry Souther, E. Rand Hollander, Harry S. Hought, and H. H. Law. This action means that the Vanderbilt cup race and the race at Chicago for the Jefferson De Mont Thompson cup, if run under the sanction of the American Automobile Association, will be virtually a race for American cars, and, judging from present prospects, very few cars at that.

Offers Large Prizes.

In addition to the announcement regarding disqualification, the club has offered \$3,000 in cash for distribution among the drivers competing in this Grand Prize race which will be held at

ELECTRIC AGAIN FORGES TO FRONT

Studebaker Completes Remarkable

Run From Albany to Utica

Over Bad Roads.

A test, which rivals the attempt of electric to make the Washington to Baltimore run on one charge, is a trip just completed by A. H. Ackerman, in a Studebaker high-speed electric Stanhope, from Albany to Utica, a distance of approximately ninety-eight miles.

This is the first instance of an electric car attempting this trip. In fact, the roads are so rough and the grades so heavy that Mr. Ackerman was told that it would be impossible to make the trip in an electric car.

"My idea is attempting this trip," said Ackerman, who was accompanied by A. Anderson, general manager of the Albany Electric Company, "was to show the possibilities of the electric, the more so, perhaps, as every electric owner that I talked to in Albany said that it would be foolish to undertake it, as no electric could possibly go through."

"I think had I realized the conditions of the roads, I should not have undertaken it. Even the short run of twenty-two miles from Albany to Schenectady is avoided by electric owners because of the hills and grades.

"During the entire run we did not experience trouble of any kind, even being immune from tire troubles. In many of the smaller towns ours was the first electric and created a good deal of comment.

"One rather amusing incident happened about fifty miles from Albany. We drew up to a garage, and I inquired, 'Can we get any juice?' meaning, of course, current. Imagine my surprise when the man appeared a moment later carrying a five-gallon can of gasoline. It was only after much explanation that I convinced him that was not what I wanted, and he directed me to an electric lighting plant, some two or three miles away."

OKLAHOMA NIGHTS.

It matters not how hot the day may be in the new State, as soon as the sun goes down the breeze rises. It comes from no mysterious source. It is simply the radiation of heat which will occur in any open country, which is hot enough. At 6 o'clock the breeze will make your hatband whistle. At 8 it will slap your tie in your face, and if you are wearing a soft hat and glasses, the brim of your hat will beat against the rim of your glasses and make deep red marks on your cheek. By 10 o'clock the breeze is no longer a breeze, but means and whistles round the corners like a March zephyr in Missouri. And if you stay up until blood-red Aldebaran rises in the east and Vega dips low in the west, the wind comes in enormous signs like the very world must have been shaken to give them vent.—Shawnee, Okla., Herald.

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Tourabouts
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Don't Buy an '08 Model
When 1909 Cars are on
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A high-grade, 4-cylinder,
five-passenger, 24-30 H. P.
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of the Thomas-Detroit
Forty.

The Chalmers-Detroit has been on exhibition in Washington just a week, and already it's the center of attraction and a decided "hit." It has set a new sales-record. Everyone who has inspected it says it will revolutionize the automobile business—sets a new standard of value-giving and quality. Let us show it to you.

Note These Facts, Then the Selling Price

The factory cost on this 4-cyl. engine is \$261. Yet 4-cyl. automobile engines are sold as low as \$75.

The transmission costs us \$84. The axles—made of Nickel Steel—cost \$125.

The annular ball bearings used in this car cost \$4103. We use as many as the Mercedes uses—the Hotchkiss or Renault.

Look at these costs again. Then think that they refer to features of a \$1,500 car. We could save half or more on any of them were we trying to stult on this car.

Diamond Quick-Detachable tires. The usual clincher tires would cost 15 per cent. less.

We authorized our factory to spend on the body finish 15 per cent more than their estimate. Our crank shaft is larger than on any American car under \$600. Our brakes are enormously strong.

Twice the price can buy no better features. It can only buy more power.

The same economy applies

to extras and to replacements. We furnish one of the best tops for \$100. A Simms-Busch Magneto for \$125. Two gas lamps and a gas tank for \$50.

Our repair parts are all sold on a reasonable margin—not at the usual profit of 20 to 30 per cent.

The four cylinders are cast together, as in the latest Fiat, Morris, and Hotchkiss. This gives lightness, compactness, perfect alignment, and a dozen other advantages. The only argument ever advanced against it is "cost of replacement." We answer this by furnishing a set of four cylinders for \$85, less than makers charge for two or even for one cylinder.

We use the Unite Power Plant, as in the latest Deauville, the new Hispano-Suiza, and the Moto-Bio. Motor, clutch and transmission form a single unit, so they cannot get out of line.

The wheel base is long—110 inches—insuring easy riding. The body is suspended between the axles, after the style of the Mercedes.

Valves like the new Napier. The elliptic springs like the Renault.

Multiple disc clutch like the Isotta, and Fiat.

The gas intake is water-jacketed to avoid the troubles caused by cold gasoline. Constant level splash lubrication—perfect dust protection.

Floating type rear axle, used heretofore only on the costliest cars. Selective sliding gear transmission—three speeds and reverse. Anti-backing device to protect you on hills. Provision for double ignition system.

So simple in control that a novice can master the car in ten minutes. A single pedal operates both clutch and brake.

It is easy to claim the best car at the price. But compare the facts—put all claims to proof. We have no competitors to fear.

It is also easy to criticize features that others can't afford—devices that others can't copy. But let us answer those criticisms and you will realize how weak and how futile they are.

It looks as if the demand for this car would be twice our supply. Orders are filled in turn, or you can reserve a car for future delivery.

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Premier 7-passenger Touring. Price \$3,700

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REO DOCTORS' SPECIAL, an all-round satisfactory car that can be relied upon to go anywhere and back..... \$650

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Lozier Dupont Garage, 224 and P. Tel. N. 3790.
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